BookletChart™

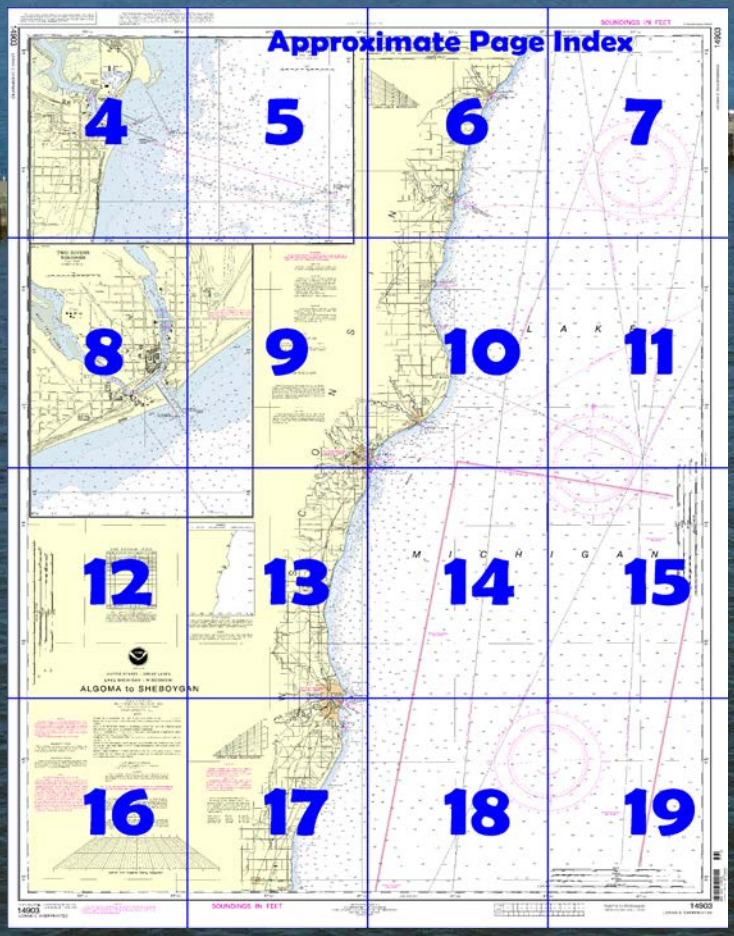
Algoma to Sheboygan

NOAA Chart 14903

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14903.

(Selected Excerpts from Coast Pilot)
From Port Washington for about 26 miles north-northeast to Sheboygan, the shore is bold. Shoals extend about 0.6 mile offshore, and numerous net stakes are within 2 miles of shore. A wreck, covered 26 feet, is 0.9 mile from shore 8.2 miles north-northeast of Port Washington. A sunken caisson, covered 16 feet, is 0.6 mile offshore 8 miles south-southwest of Sheboygan. Tanks at Belgium, Cedar Grove, and Oostburg, WI, are prominent.

Sheboygan, WI, is a port city about 51 miles north of Milwaukee Harbor at the mouth of the **Sheboygan River.**

Sheboygan Breakwater Light (43°44'58"N., 87°41'34"W.) is shown from a cylindrical tower with the outer end of the breakwater on the north side of the entrance channel; a seasonal sound signal is at the light.

Caution.–A Sheboygan Police Department firing zone is about 2 miles south of the south pier at Sheboygan Harbor. The firing area is 3,500 feet wide and extends about 3 miles lakeward. Firing is conducted from 0600 to 2100, 7 days a week, year round; red flags are displayed while firing is in progress. Extreme caution is advised.

Channels.–A dredged entrance channel leads northwest from deep water in Lake Michigan between a breakwater on the north and a pier on the south to an outer harbor turning basin. The outer ends of the breakwater and pier are marked by lights. The channel leads across the south side of the basin to the mouth of Sheboygan River and thence upstream for about 1 mile. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The north side of the river mouth is marked by a light.

The entrance channel is subject to shoaling caused by the drift of sand from the south.

Currents in the river attain velocities up to 3 mph.

The outer basin is not adapted for anchorage, but greatly reduces wave action in the lower river. Mooring to the breakwater or piers is prohibited. Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap.

Bridge regulations.–All watercraft navigating the Sheboygan River and harbor or other navigable waters connected herewith within the limits of the city of Sheboygan, when passing any bridge in said city, shall move or be moved past the same as expeditiously as is consistent with the proper use of the river by other watercraft; but in no case shall any watercraft, while passing through any bridge, remain or obstruct the passageway more than 5 minutes, and no watercraft shall be so anchored or fastened as to prevent any bridge from a free and speedy opening. Any master or other person having charge of any watercraft, who shall violate any provisions in this section, shall forfeit and pay for each offense a penalty of not less than $5 nor more than $25.

Time allowed for opening bridge.–Whenever any person having charge of any watercraft shall wish to move the same past any bridge, reasonable time shall be allowed for the opening of the same; and any person who shall move any watercraft against any bridge, or the center or protection pier thereof, before the same shall be opened, to the injury thereof, shall forfeit and pay for each offense a penalty of not less than $5 nor more than $50, and shall likewise be liable to the city of Sheboygan for all damages done to the bridge and center or protection piers thereof.

Coast Guard.–Sheboygan Coast Guard Station is on the north side of the mouth of Sheboygan River.

Harbor regulations.–A **speed limit** of 4 mph (3.5 knots) is enforced in the harbor. (See **33 CFR 162.120,** chapter 2, for regulations.)

Local harbor regulations are enforced by the **harbormaster** who can be reached through the Department of Public Works, City Hall, Sheboygan, WI 53081. A **speed limit** of 4 mph (3.5 knots) is enforced within the harbor limits. Copies of the regulations may be obtained from the harbormaster.

Small-craft facilities.–Marinas on the Sheboygan River and in the outer harbor basin can provide transient berths, gasoline, diesel fuel, water, ice, launching ramp, electricity, sewage pump-out, and limited marine supplies. Hoists can handle 35-foot boats for engine and minor hull repairs.

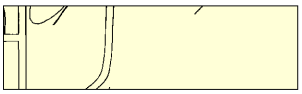
U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Scale 1:10,000
SOUNDINGS IN FEET

Scale 1:10,000
SOUNDINGS IN FEET



CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

WARNING

Unexploded ordnance has been found along the western shore of Lake Michigan. Anyone finding unexploded ordnance should notify the nearest U.S. Coast Guard or law enforcement facility.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE B

Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Green Bay, WI	KIG-65	162.550 MHz
Milwaukee, WI	KEC-60	162.400 MHz
Sheboygan, WI	WWG-91	162.425 MHz
Sister Bay, WI	WXN-69	162.425 MHz

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

Polyconic Projection
Scale 1:120,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance when the bridge is open, due to the inclinations of the drawspans over the channel.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
8970 ..... 89,700 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 8970-X

RATES ON THIS CHART
8970-X 8970-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.022" southward and 0.346" westward to agree with this chart.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SAILING DIRECTIONS. Bearings at sailing courses are true and distances given thereon are in statute miles between points of departure.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

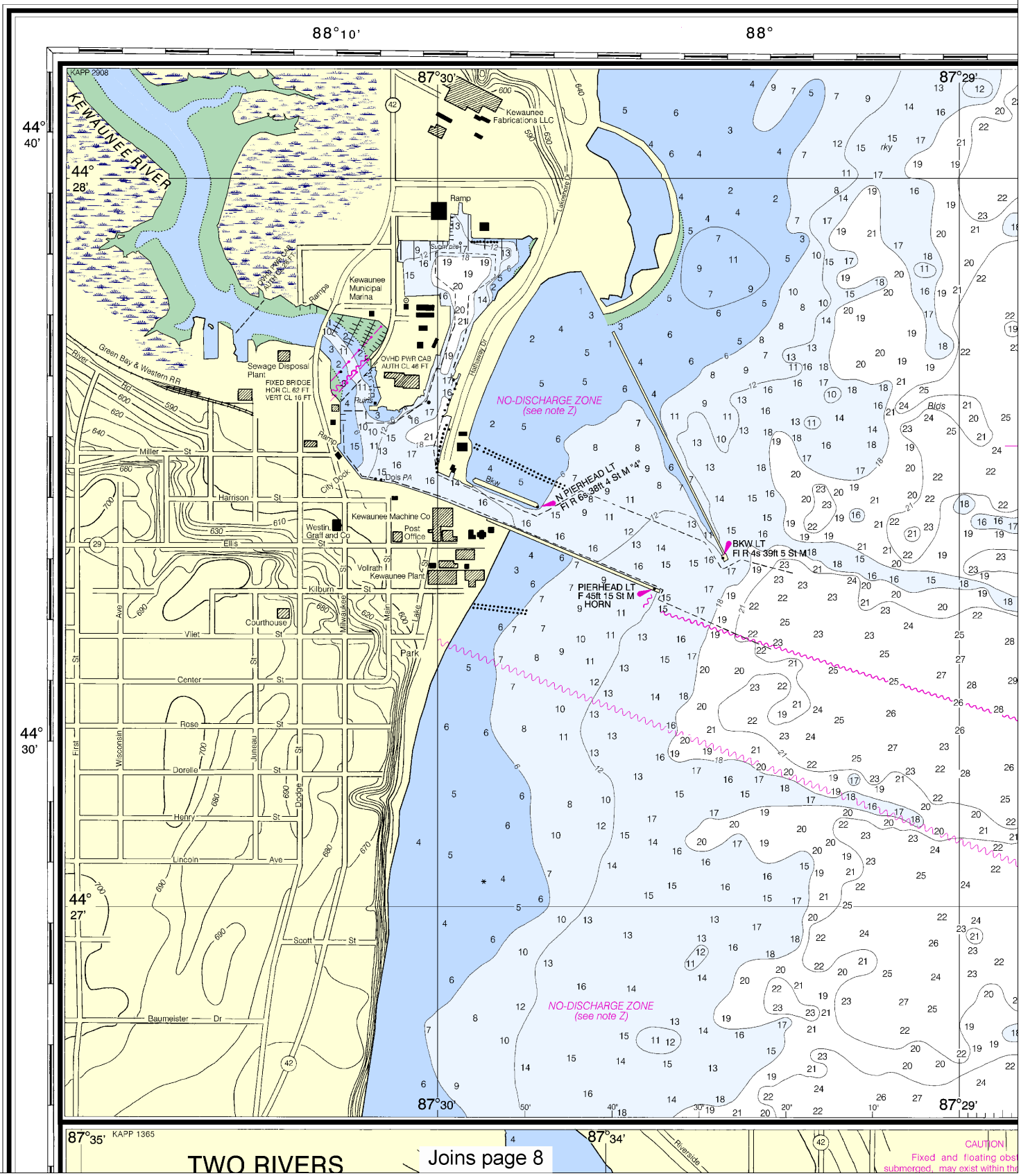
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

14903

LORAN-C OVERPRINTED



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.

Formerly LS 73, 1st Ed., Jan. 1916 KAPP 1363

87°50'

87°40'

87°

KEWAUNEE
WISCONSIN

Scale 1:10,000

SOUNDINGS IN FEET

87°28'

44° 28'

½ Nautical Miles

Yards

MAGNETIC

VAR 4°00'W(2009)

ANNUAL INCREASE 4'

NO-DISCHARGE ZONE
(see note Z)

KEWAUNEE SHL LT
Fl G 4s 43ft 8 St M
22 HORN

44° 27'

50'

40'

30'

20'

10'

87°28'

SCALE 1:120,000

Nautical Miles

Statute Miles

Yards

Meters

MICROSECONDS

LORAN LINEAR INTERPOLATOR

Joins page 6

Rostok

Ryan

G.B.&W.R.R.

River

Kewaunee

KEWAUNEE

PIERHEAD LT
F 45ft 15 St M
HORN

SILO

Twin Silos

SILO

N

Joins page 9

WARNING

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:160000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly LS 73, 1st Ed., Jan. 1916 KAPP 1363

87°40'

87°30'

KEWAUNEE
WISCONSIN

Scale 1:10,000
SOUNDINGS IN FEET

½ Nautical Miles

Yards
0 200 400 600

87°28'

44° 28'

44° 27'

NO-DISCHARGE ZONE
(see note Z)

KEWAUNEE SHL LT
Fl G 4s 43ft 8 St M
22 HORN

Joins page 5

WARNING

SCALE 1:120,000

Nautical Miles
1 0 1 2 3 4 5 6 7 8 9

Statute Miles
1 0 1 2 3 4 5 6 7 8 9

Yards
2000 0 2000 4000 6000 8000 10000 12000

Meters
2000 0 2000 4000 6000 8000 10000 12000

MICROSECONDS
100 80 60 40 20 0
50 40 30 20 10 0
25 20 15 10 5 0

LORAN LINEAR INTERPOLATOR

Menominee River

STACKS

Tank

SPIRE

Fl R 4s 28ft

ALGOMA

Iso R 6s 4

HORN

ALGOMA

R Relay Mast

Fl G 4s 6 St M "1"

Rankin

Tower

Mast

For more detail see inset on chart No. 14910

Depth

Alaska

Silo

Rostok

Silos

Depth over crib 42 ft

Depth over crib 28 ft

Ryan

G.B.&W.R.R.

Kewaunee River

Bldg

N PIERHEAD LT
Fl R 4s 39ft 5 St M

(use/inact)

KEWAUNEE

PIERHEAD LT
F 45ft 15 St M
HORN

Tr (Strobe)

SILO

KEWAUNEE SHOAL LT
Fl G 4s 43ft 8 St M
HORN

Twin Silos

SILO

8970-X 32400

32410

N

Joins page 10

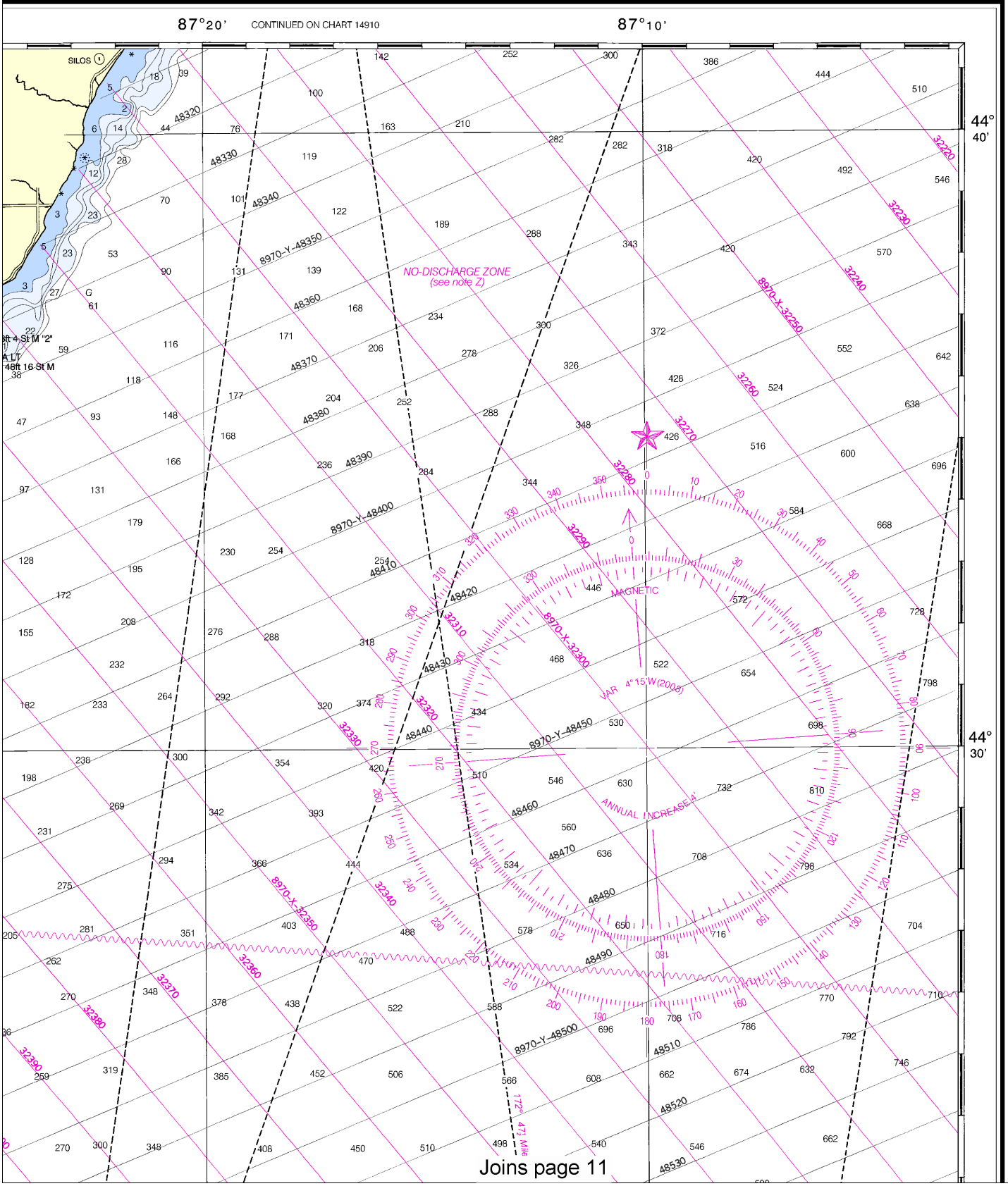
Printed at reduced scale.

See Note on page 5.

YARDS
5000 2500 0 5000 10000 15000

STATUTE MILES
0 1 2 3 4 5 6 7 8 9 10 11 12 13

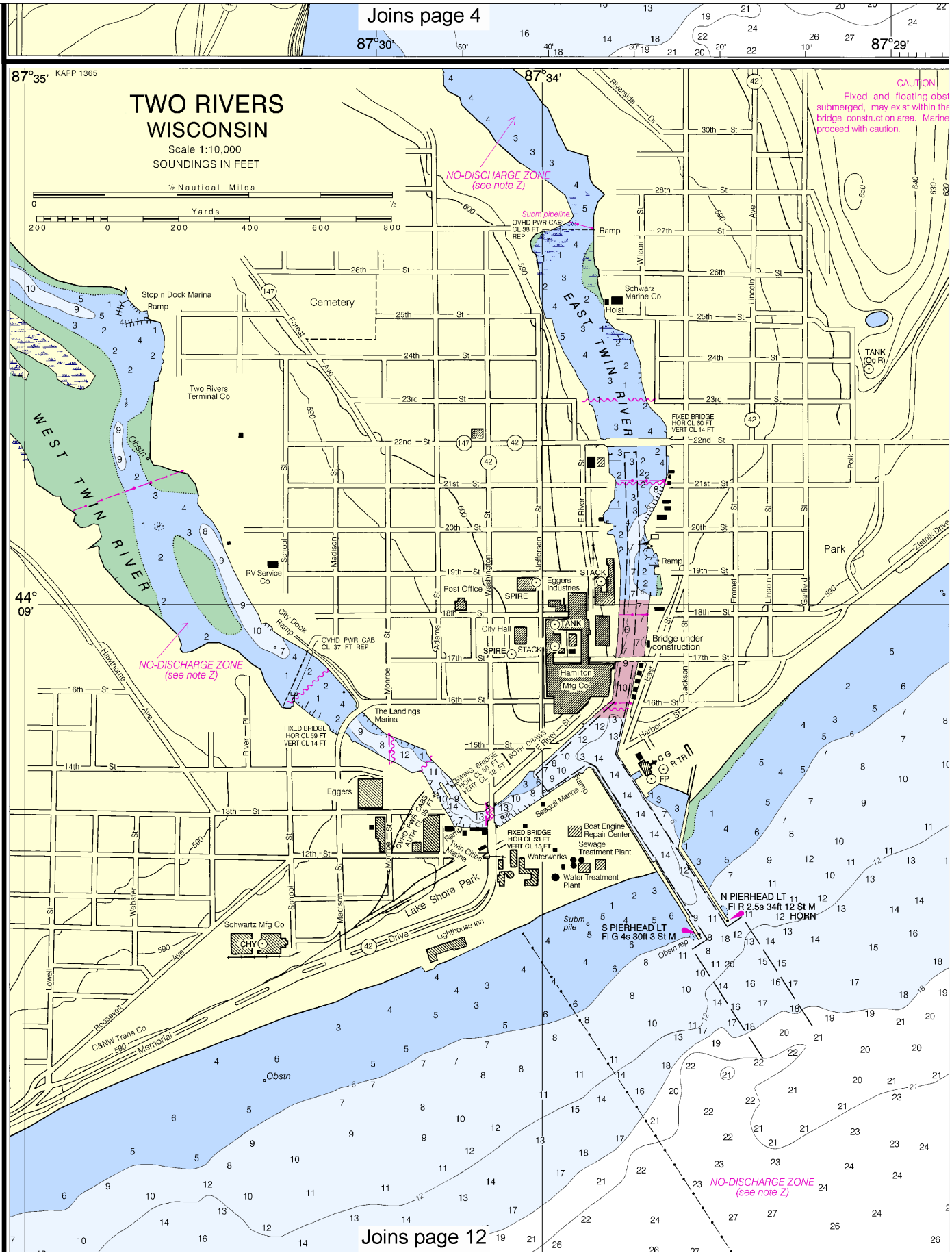
Note: Chart grid lines are aligned with true north.



LORAN-C OVERPRINTED

14903

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.

Joins page 5

87°28'

WARNING

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LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
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8970 ..... 89,700 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
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X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 8970-X

RATES ON THIS CHART

8970-X 8970-Y

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CAUTION

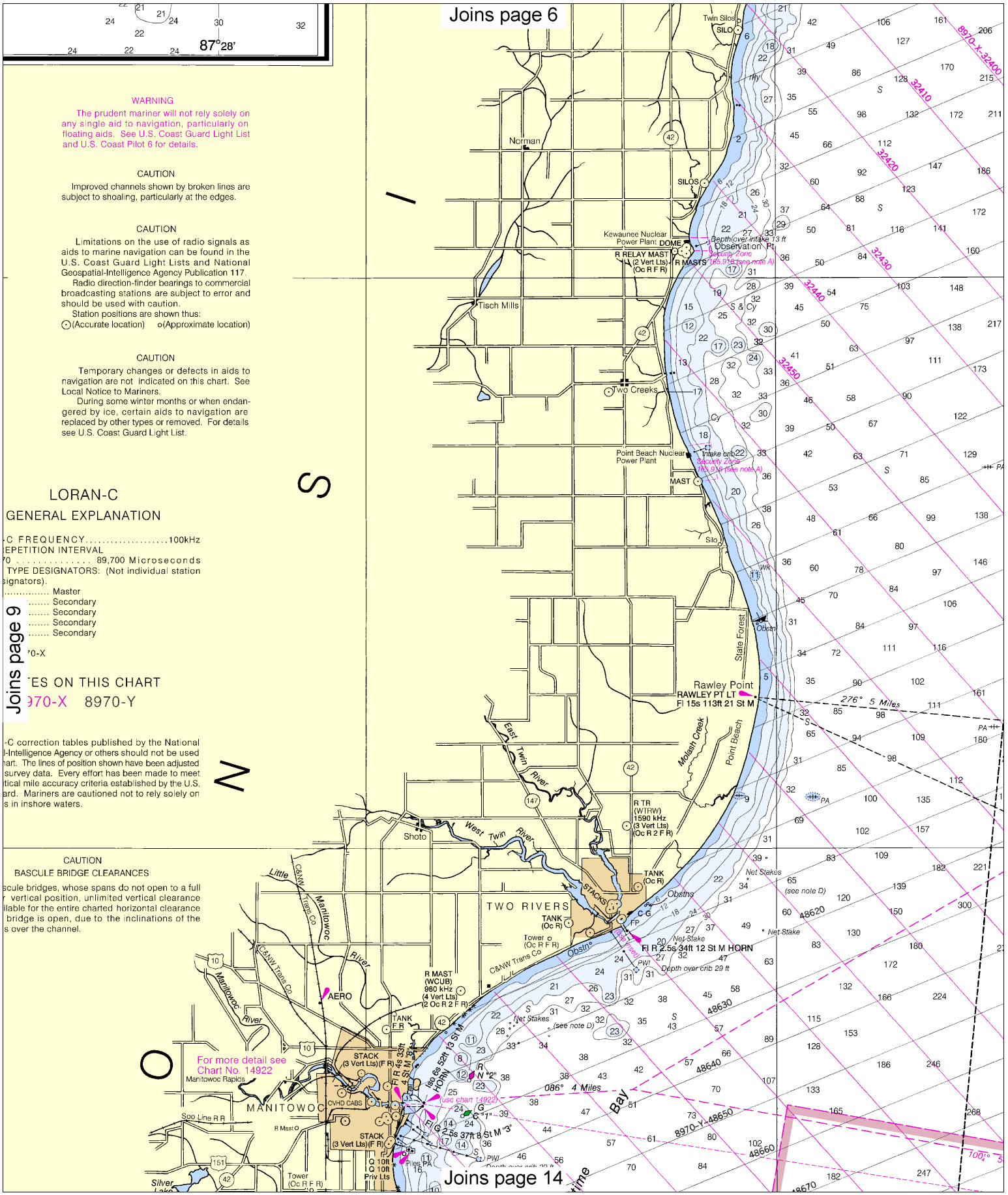
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance when the bridge is open, due to the inclinations of the drawspans over the channel.

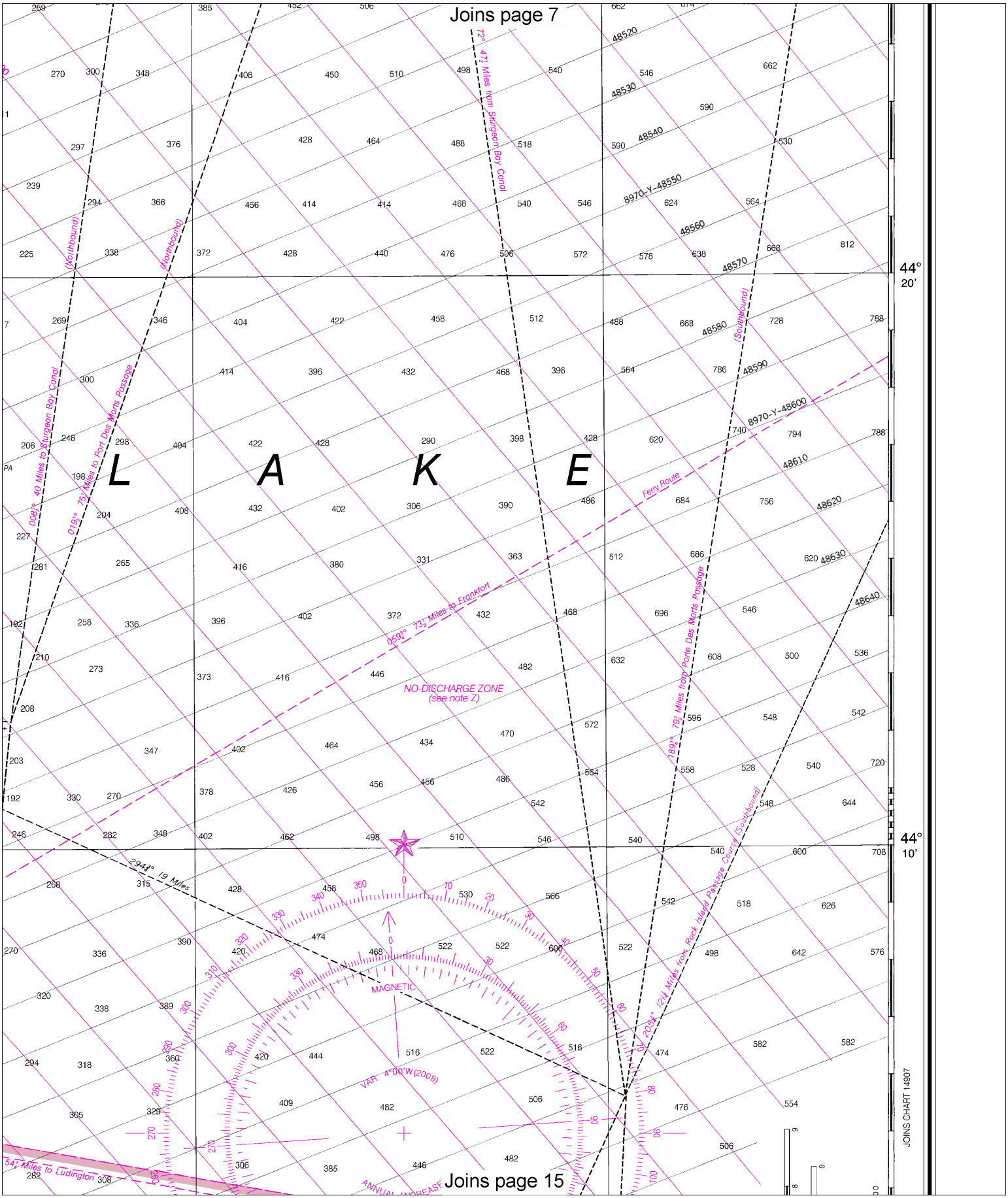
For more detail see Chart No. 14922

Joins page 13

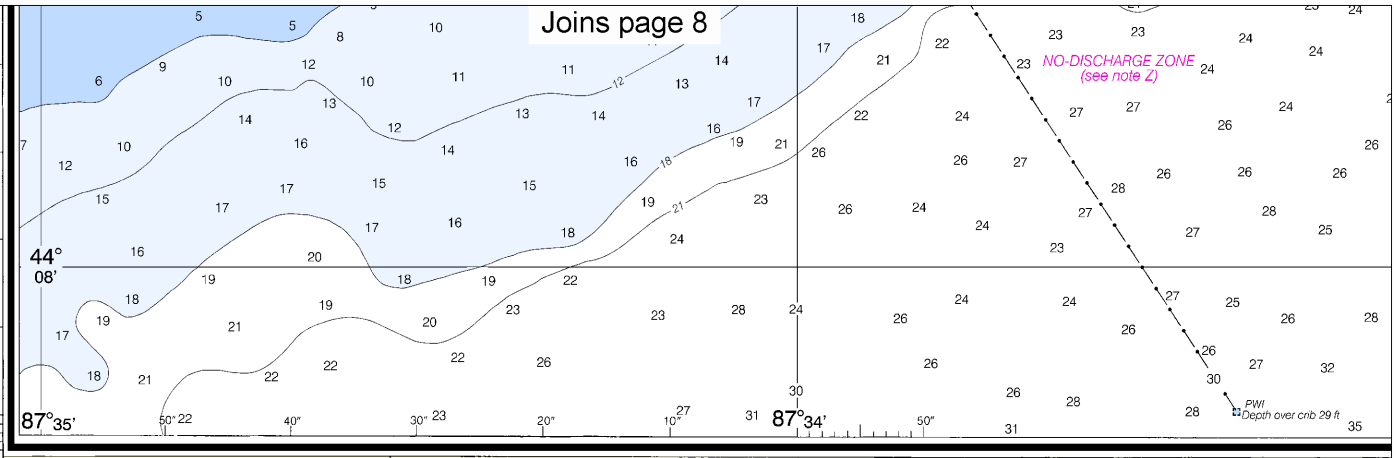
Joins page 10



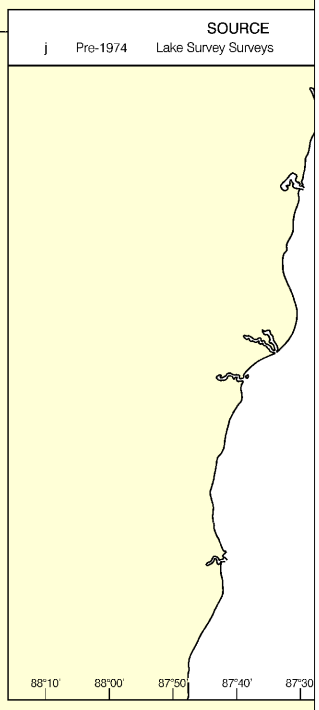
Note: Chart grid lines are aligned with true north.


Joins page 7
L A K E
44° 20'
44° 10'
(Northbound)
(Northbound)
(Southbound)
40 Miles to Sturgeon Bay Canal
008°
75 Miles to Port Des Morts Passage
019°
72° 47½ Miles from Sturgeon Bay Canal
Ferry Route
059° 73½ Miles to Frankfort
NO-DISCHARGE ZONE
(see note Z)
189° 79½ Miles from Porte Des Morts Passage
205° 12½ Miles from Rock Island Passage Course (Southbound)
294° 19 Miles
MAGNETIC
VAR 4°00'W(2008)
54½ Miles to Ludington
ANNUAL INCREASE
Joins page 15
JOINS CHART 14907

Joins page 8



44°



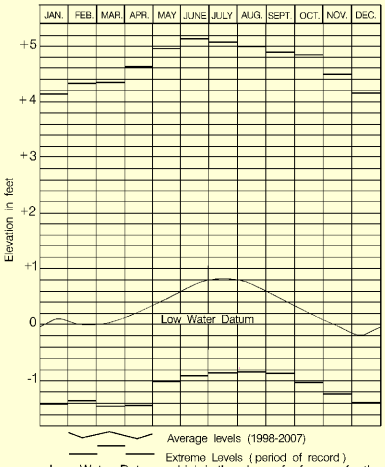
SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" Army Corps of Engineers prior to 1974. Channels the U.S. Army Corps of Engineers are periodically shown on this diagram. Refer to Chapter 1, United

NOTE D

Mariners are warned that numerous unchar structures, some submerged, may exist in the structures are not charted unless known to be

LAKE MICHIGAN - HURON



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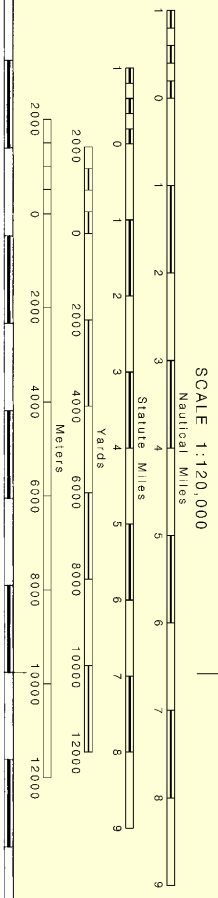


43°
50'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE MICHIGAN - WISCONSIN

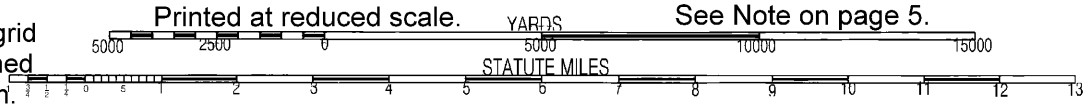
ALGOMA TO SHEBOYGAN

Polyconic Projection
1:120,000

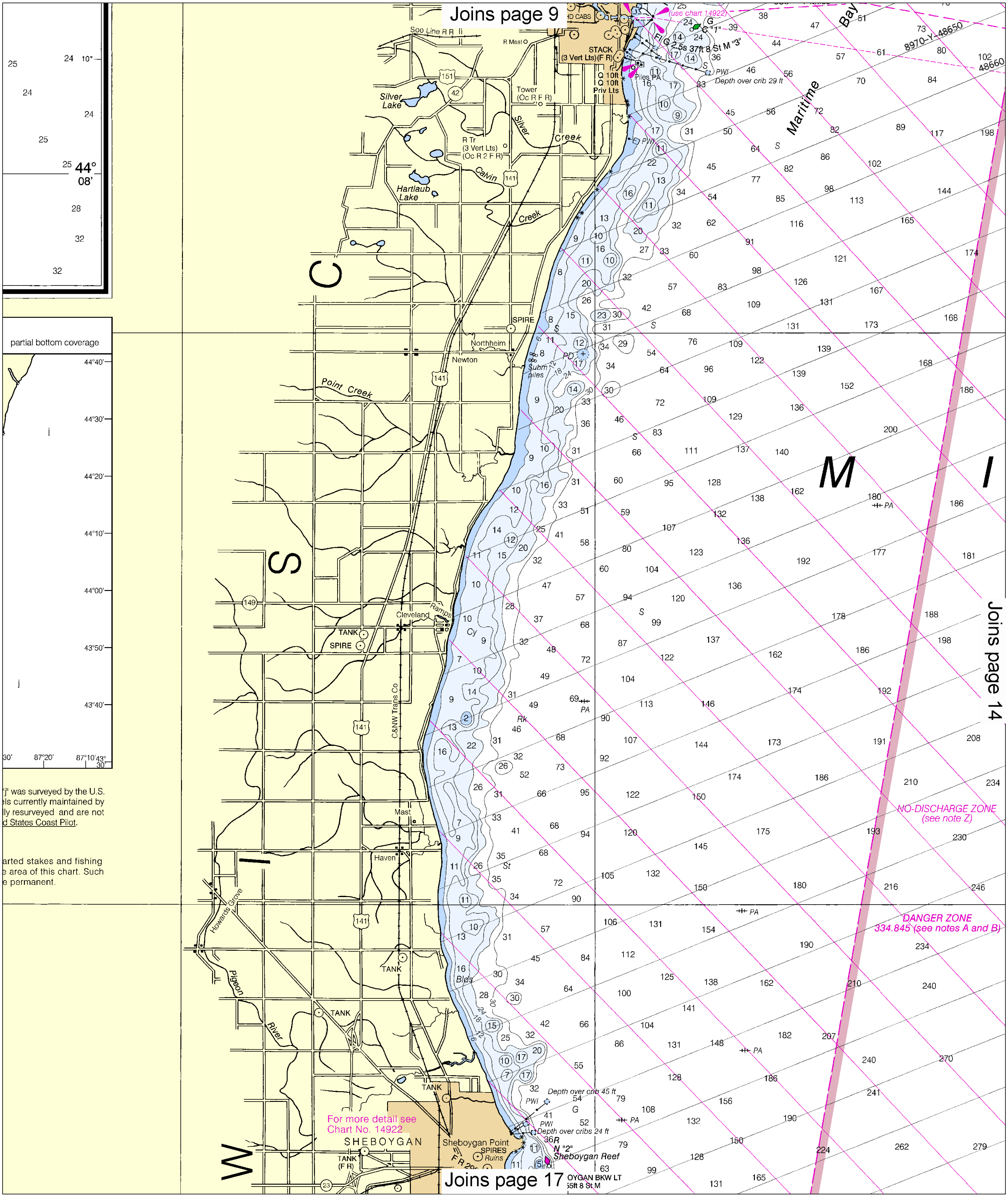
Joins page 16

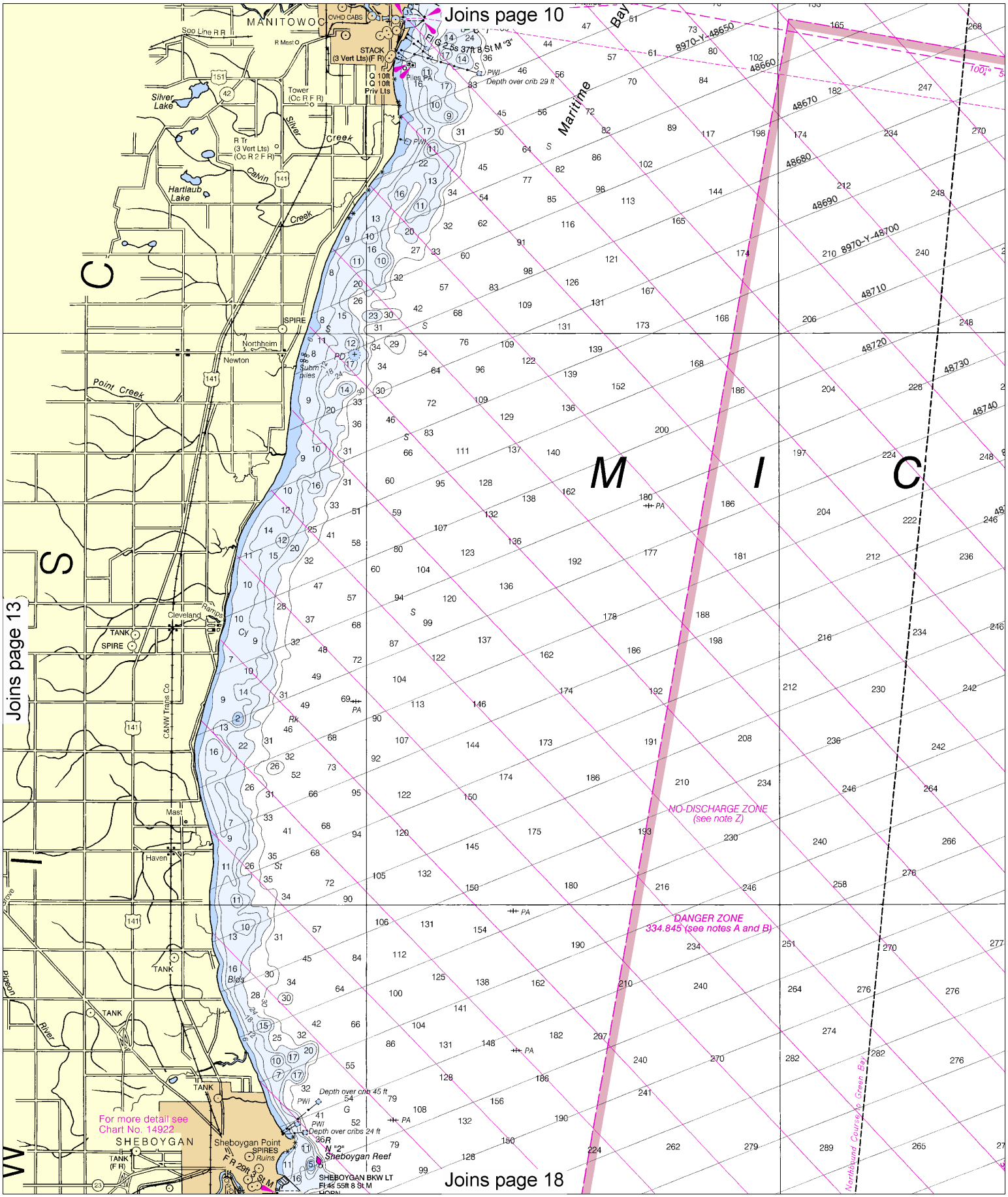
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.



See Note on page 5.


Joins page 9
Joins page 14
Joins page 17
partial bottom coverage
44°40'
44°30'
44°20'
44°10'
44°00'
43°50'
43°40'
87°20'
87°10'
44°
08'
"j" was surveyed by the U.S.
els currently maintained by
lly resurveyed and are not
d States Coast Pilot.
arted stakes and fishing
e area of this chart. Such
e permanent.
(use chart 14922)
Fl G 2.5s 37ft 8 St M "3"
STACK
(3 Vert Lts) (F R)
Q 10ft
Q 10ft
Priv Lts
Depth over crib 29 ft
Maritime
Bay
8970-Y-48650
48660
Soo Line R R
R Mast
Silver Lake
Tower
(Oc R F R)
Silver Creek
R Tr
(3 Vert Lts)
(Oc R 2 F R)
Calvin Creek
Hartlaub Lake
SPIRE
Northheim
Newton
Subm piles
Point Creek
M
I
C
S
W
I
Cleveland
Ramps
TANK
SPIRE
C&NW Trans Co
PA
Rk
NO-DISCHARGE ZONE
(see note Z)
Mast
Haven
Howards Grove
Pigeon River
TANK
DANGER ZONE
334.845 (see notes A and B)
Bldg
Depth over crib 45 ft
PWI
Depth over cribs 24 ft
For more detail see
Chart No. 14922
SHEBOYGAN
Sheboygan Point
SPIRES
Ruins
R N "2"
Sheboygan Reef
TANK (F R)
OYGAN BKW LT
55ft 8 St M



14

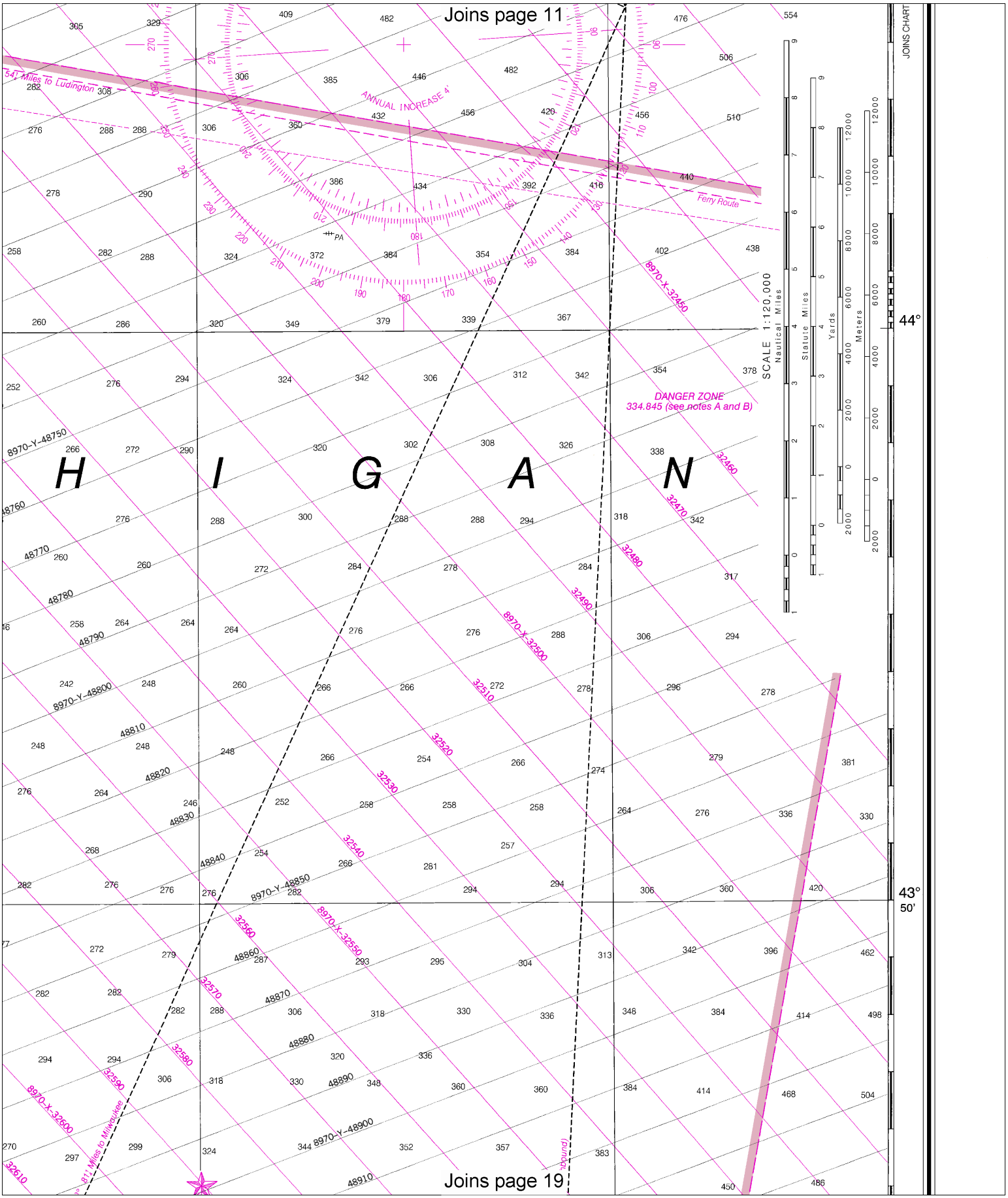
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

See Note on page 5.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 1 2 3 4 5 6 7 8 9 10 11 12 13


Joins page 11
Joins page 19
JOINS CHART
SCALE 1:120,000
Nautical Miles
Statute Miles
Yards
Meters
541 Miles to Ludington
811 Miles to Milwaukee
ANNUAL INCREASE 4'
Ferry Route
DANGER ZONE
334.845 (see notes A and B)
H I G A N
44°
43°
50'
8970-Y-48750
8970-Y-48800
8970-Y-48850
8970-Y-48900
8970-X-32450
8970-X-32500
8970-X-32550
8970-X-32600
32460
32470
32480
32490
32510
32520
32530
32540
32560
32570
32580
32590
32610
48760
48770
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48810
48820
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48880
48890
48910

Joins page 12

ALGOMA TO SHEBOYGAN

Polyconic Projection
Scale 1:120,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) . . . . . 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings at sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.022" southward and 0.346" westward to agree with this chart.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

LORAN LIN

NOTE F

Mariners should use cau
may be operating within th
information consult the U.S
Notice to Mariners.

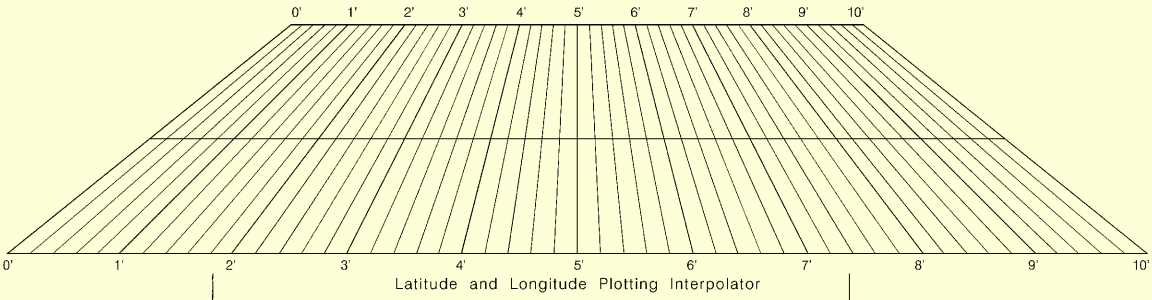
WARNIN

Unexploded ordnance ha
the western shore of Lake
finding unexploded ordnan
nearest U.S. Coast Guard
facility.

NOAA WEATHER RADI

The NOAA Weather Ra
below provide continuous
The reception range is
nautical miles from the ante
as much as 100 nautical m
high elevations.

Green Bay, WI	KIG-65
Milwaukee, WI	KEC-6
Sheboygan, WI	WWG-9
Sister Bay, WI	WXN-6



Latitude and Longitude Plotting Interpolator

43° 40'

43° 30'

88°10'

88°

24th Ed., Sep. / 08 ■ Corrected through NM Sep. 27/08
Corrected through LNM Sep. 30/08

14903

LORAN-C OVERPRINTED

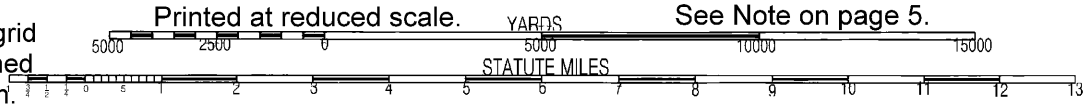
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

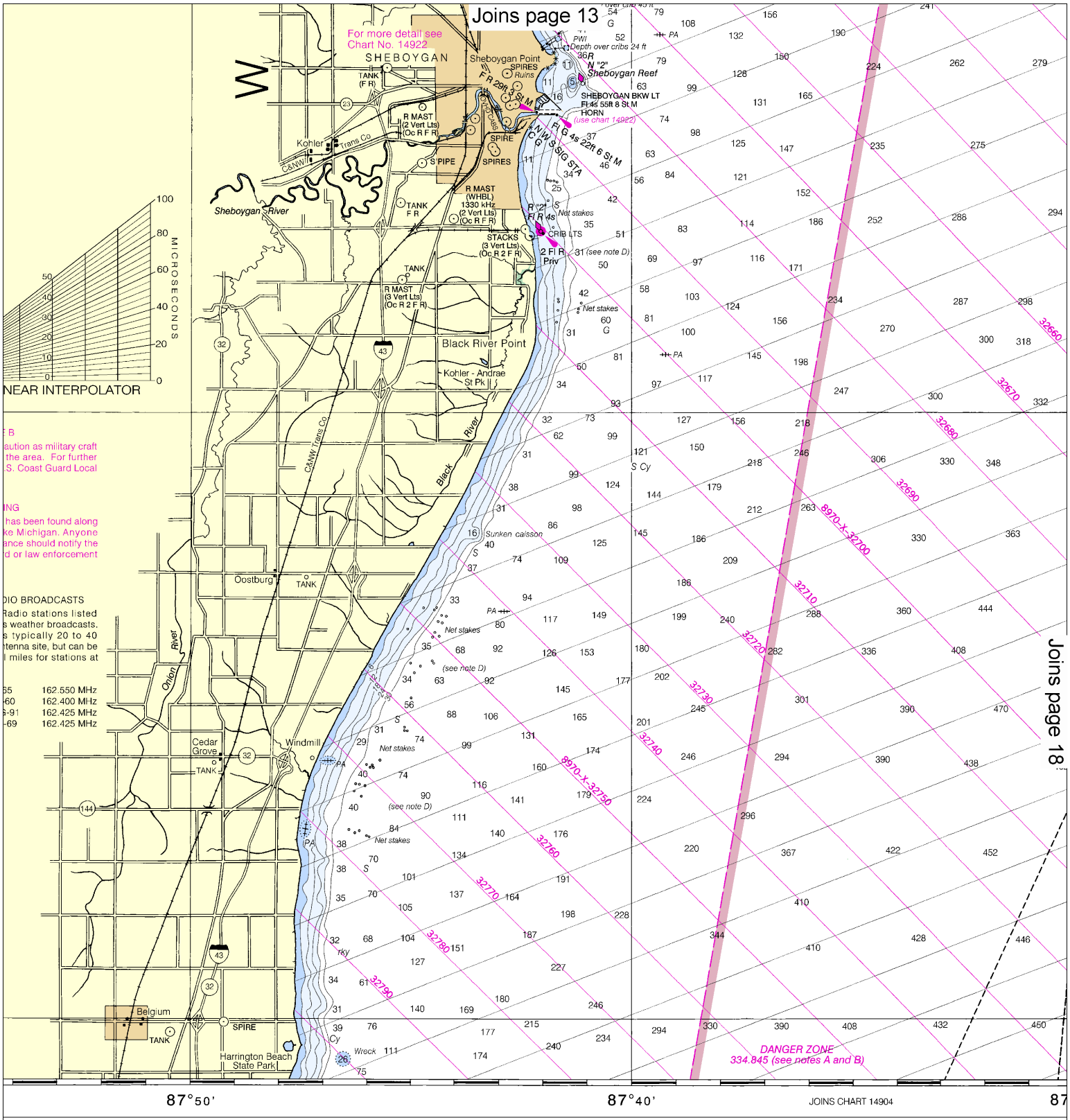
SOUN

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.



See Note on page 5.



NDINGS IN FEET

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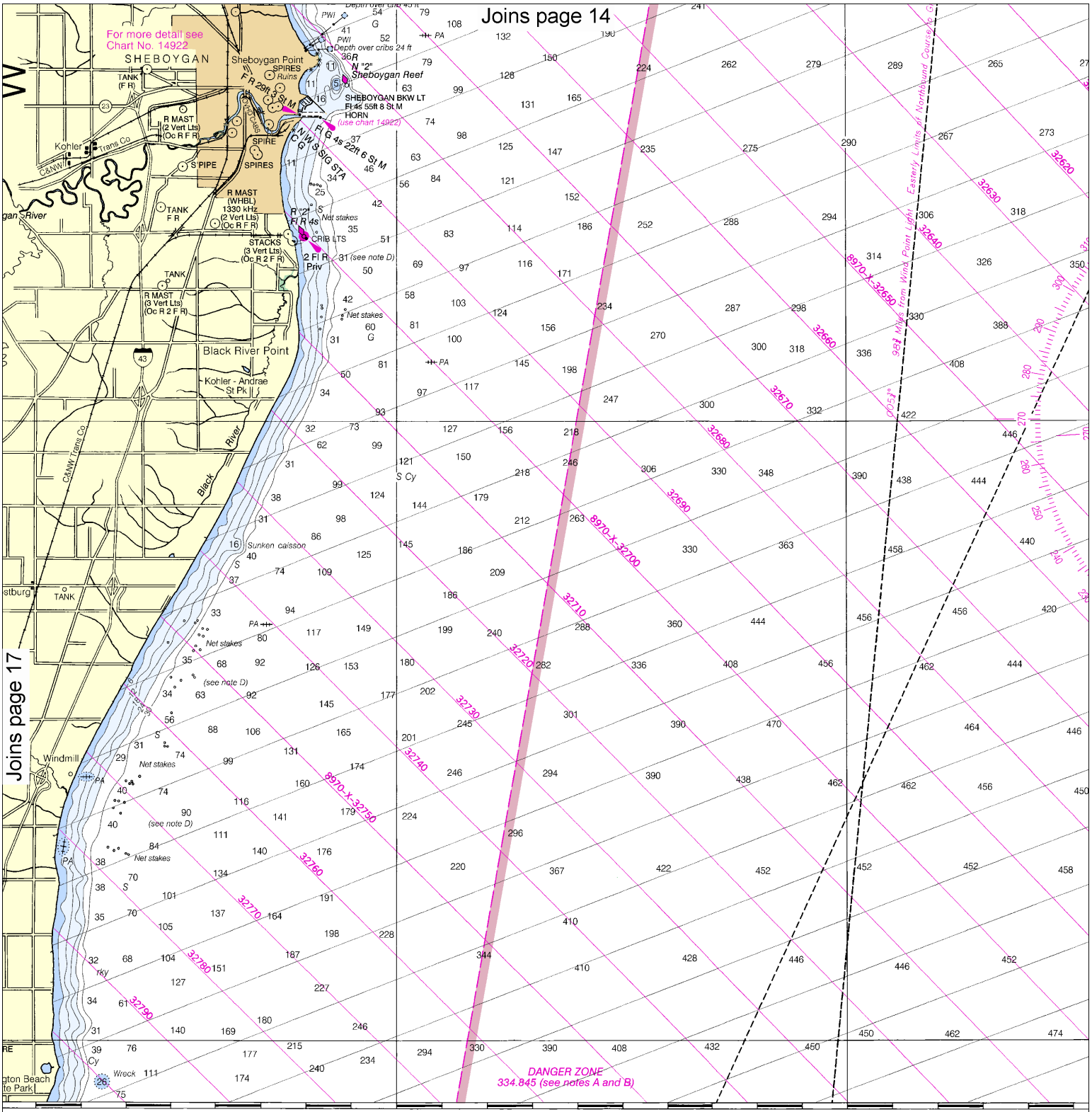
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

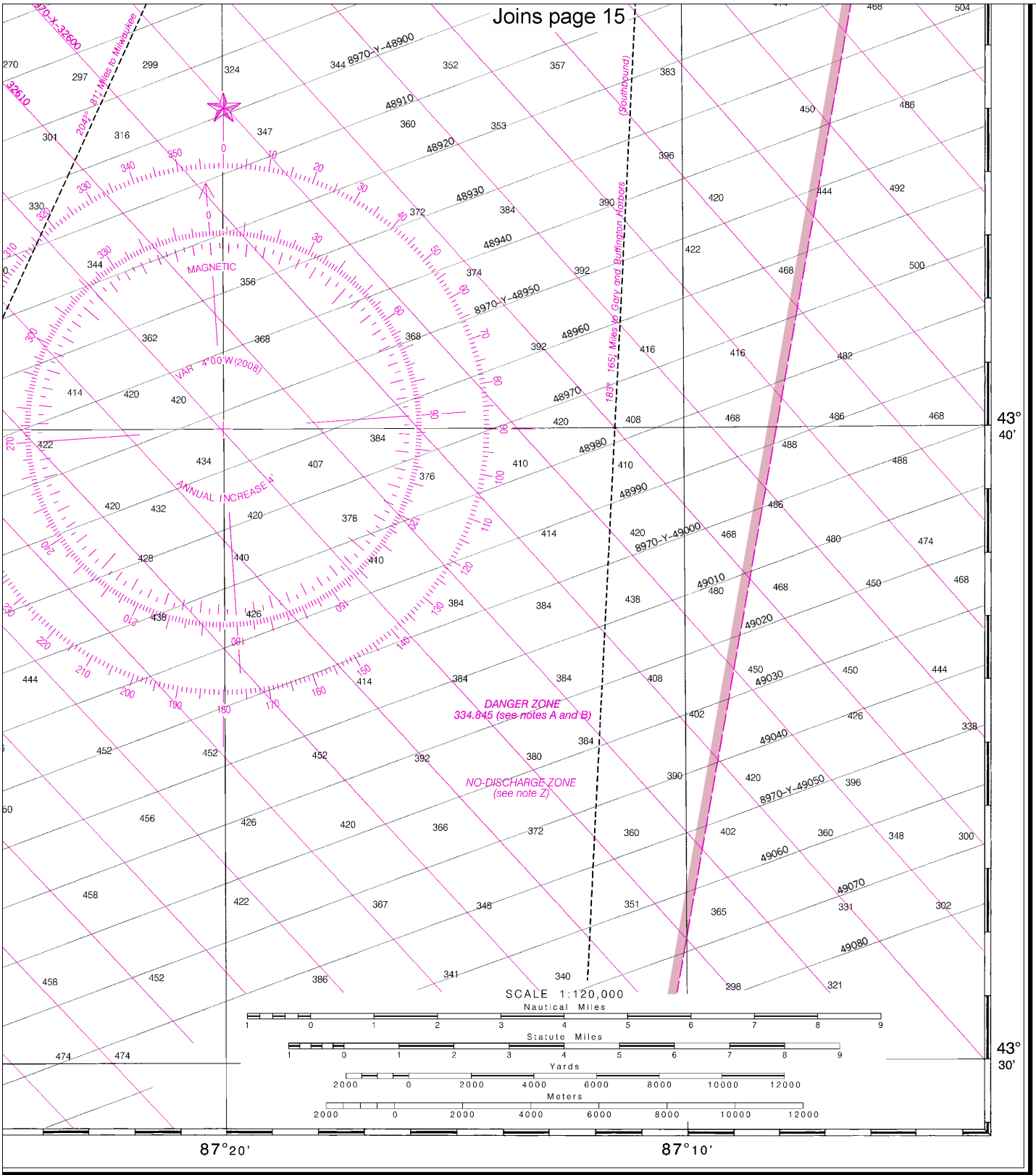
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.



Algoma to Sheboygan

SOUNDINGS IN FEET - SCALE 1:120,000

14903

LORAN-C OVERPRINTED

ED NO. 24

NSN 7642014010586 NGA REFERENCE NO. 14XCO14903

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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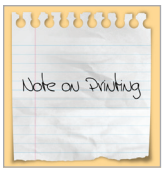

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NOAA's Office of Coast Survey The Nation's Chartmaker